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COUNTRY East Germany REPORT Zeesen Branch Installation  
 TOPIC Soviet Motor Vehicle Repair Shop "Progress",

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EVALUATION PLACE OBTAINED  
 DATE OF CONTENT DATE PREPARED 4 April 1955

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This is UNEVALUATED Information

1. In March 1955, 50 ZIS-type vehicles and 50 vehicles of Studebaker make, 60 jeeps and 40 tank trucks were to be entirely overhauled in the Zeesen repair shop.
2. On 15 March, overhauled vehicles at the installation included: 50 ZIS-type vehicles, 25 vehicles of Studebaker make, 25 tank trucks, 20 jeeps, 4 repair shop trucks and 10 GAZ-type ambulances. Approximately 2,000 motor vehicles in need of repair were allegedly stored in the parking lot. Many vehicles arrived recently.
3. On 15 March, 50 vehicles of Studebaker make were loaded onto flatcars with sideracks, presumably for the USSR. The shipment was escorted by 1 officer and 15 to 20 soldiers, who were quartered in a boxcar.
4. The previous fatigue detail of 50 soldiers was replaced by a detail of 4 to 5 officers and 100 soldiers, who did not speak German and had not worked at the repair shops before. After a short introduction, the soldiers were detached to Potsdam to attend courses on motor vehicles.
5. On 26 February, a general about 2 meters tall, who was accompanied by 42 officers of various ranks, again inspected the installation. The preparations for the inspection took several days, during which work was discontinued. In early March, 6 Germans who worked at a Soviet motor vehicle repair shop in Leipzig visited the repair for 2 days. It was rumored that ZIS-5 type vehicles were to be repaired exclusively in Leipzig and ZIS-150 and ZIS -151 exclusively in Zeesen.
6. Almost 700 men were employed in the installation. Continuous shortage of materials, however, considerably affected the productivity of the plant. In early February, 80 iron bedsteads were manufactured into angular irons.
7. On 26 February, a Soviet commission of 1 general and approximately 80 officers arrived in 15 sedans and 2 buses and thoroughly inspected the entire installation including the area in front. Major construction work was to be performed prior to 1 October. The engine construction section subsequently was to be transferred from Oberschene-weide to Zeesen.

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